SHORTENING THE OVERLAND LINE

Mountains of Earth are Changing Places on Union Pacific.

AN ACCIDENT NEAR COLTON

Three Men Receive Severe Injuries-Little Girl Escapes Unhurt-Doings Among the Railroads.

"If the mountain will not come to Mahomet, Mahomet must go to the mountain," is an old saying; but it loses its significance in view of what is being done by the Union Pacific upon its main line between Evanston and Cheyenne. Whenever a mountain is encountered it is either "blown off the map" or pierced, so that the line of steel may take the most direct route from east to west. All along the line between the points named are thousands of men, teams, wagons, scrapers and plows at work. Also numerous steam shovels which dig out from the mountain sides mastodon scoops full of earth which are dumped into the deep fills that are being made to level up the grade. Millions of tons of earth and rock are being removed—here it is taken out of a deep cut and there it is taken out of a deep cut and there it is dropped into a deep guiley. It is indeed a wonderful piece of work that is being done, and when it is completed the public may expect to see such a shortening of time between this city and Omaha as shall prove an eye-opener. A ride over the present line shows the magnitude of the undertaking and the enormous improvement in the route that will be accomplished thereby. The rails at present more readily conform to the contour of the country, but in the new course that has been marked out the object is to produce a more unifor level of track. It looks as if a line had been drawn from the highest to the lowest points in the trip over the country between Evanston and Cheyenne and the best and most feasible average grade has been established which is most near a straight line between the two points. This idea of dimountain sides mastodon scoops full of which is most near a straight line bewhich is most near a straight line between the two points. This idea of directness, both as to level and direction, involves some gigantic fills and deep cuts, but they are being made at enarmous expense but with a vast improvement in view that is aiready plainly apparent to observers. In one place the fill must be a hundred feet deep very like expensive work is being deep, yet this expensive work is being done in preference to trestling in order to secure the safety of trains running over the rails at high speed. The work over the rails at high speed. The work calls forth expressions of wonder from all passengers traveling over that part of the country, the ingenuity of man producing, in some instances, more admiration than do the stupendous freaks of nature's handiwork. Thousands of tons of heavy rails lie at Piedmont, with piles of ties, ready to be laid when the grade is completed. The rapidity with which the grading is being done indicates that when the time comes for indicates that when the time comes for laying the steel, that work will go on with lightning rapidity and a splendid

HAND-CAR ACCIDENT.

Three Men Severely Hurt in a Cut Between Colton and Scoffeld. ISPECIAL TO THE NEWS." last night of a serious accident on the Scofield branch of the Rio Grande Western yesterday forencon. It occurred between Colton and Scofield. It appears that R. E. Haynes, station agent at Colton, his father, an aged

gentleman from the East, who was vis-iting him, Harry Haynes, his nephew, who was baggage master at that place, and a little daughter of R. E. Haynes, were out on a hand car in a deep cut, when they heard the rumbling of the Scoffeld train approaching from be-The noise quickly told them that they were in danger and they dismounted

from the car as speedily as possible and lifted it from the track and pushed it up the bank, as they thought, far enough to escape contact with the train. As the train came along, however, it relaxed his brip in such a manner as to cause the hand car to slide down the embankment and fall upon the latter in such a way as to hurt him consid-erably. His head was caught between the hand car and bank, and the bridge of his nose was badly cut. He re-mained unconscious for the entire day only regaining sensibility occasionally and then for but a brief moment. The old gentleman, who is 82 years of age, also received bruises and a severe fracture of one of his insteps. R. E. Haynes sustained a gash over the left eye, while

the little girl escaped undurt by runs ning up the bank. Fortunately for the party, Superin-tendent Welby was in the neighborhood on a fishing trip, and to his private car the injured men were conveyed and brought to Salt Lake last night. During the early part of the day a doctor was summoned from Helper and dressed the wounds of the injured. Later in the day Dr. Allen of Provo went down to attend them and accompany them to Salt

Harry and the old gentleman are at St. Mark's hospital here and this afternoon were getting along splendidly, there being no great danger attendant upon their injuries. They will problem to a week or two ably out in a week or two.

Plenty to Support It.

Pointing out the natural resources which are lying in wait ready to support the proposed Salt Lake-Los Angeles line which is surveyed to run through the southwest corner of Utah, Col. T. W. Brooks of Yuma, Arizona, writes in the Los Angeles Herald that writes in the Los Angeles Herald that 'Very much depends upon the location of the road relative to local profit or business. The western survey from Milford and Pioche is more abundantly supplied with the natural products of the county. By this survey the De La Mar, Jack Rabbit, Munkey Rench, Groom's district, Oaks, Forty Miles, Stefling and Montgomery mining district are reached. Having reached at trict are reached. Having reached at this point the west end of the Charles-ton mountain, with its forest of fine timber, and skirting Ash Meadows and the west end of the Pahrump valley, a most fertile soil, a valley seventy-five by fifteen miles, from which the route may of the rolles, from which the route may go via the renowned Resting springs, which has an abundance of superior water, and the noteworthy Tecopa mining district, principally owned by J. B. Osburn, and being extensively developed, a daily shipment of twenty-five to thirty-five carloads of ore may be relied upon, with a little preparation.

The next place of interest along this line is the extensive caolin deposits, a pure white clay running as high as 30 per cent in aluminum, and in the vicinity is an immense deposit of sait. A direct line may be followed to the Mo-rengo pass, seventy miles west of San Bernardino, the lowest pass by upward of 300 feet in the San Bernardino range.
Along this line is the Old Woman's
Springs direct, Rattle Snake canyon,
Vieginier dale, Lost Horse, Lyons and

other mineral districts. From Morengo pass the line may hug the foothills to the north of Banning, passing through Redlands, San Bernardino and dong the foothills to Pasadena and Los

"Groom's district, seventy-five to one hundred miles north of Pahrump and Charleston mountain; is a wet ore camp and is as great a producer as is the Os-burn mine at Resting Springs. Ash Meadows is conveniently situated to Meadows is conveniently situated to this line and worthy of special mention. It should be the home of the chemist, the manufacturer of drugs. According to an exhaustive examination, the lower end of the valley, embracing an area of fifty by seventy miles, contains every known mineral that exists in the earth. In a radius of six miles there are twenty six impresses a springe of water. Val. try-six immense springs of water, variously flowing from 50 to 1,300 miners' inches of water. The petrified turtles and fish are of immense size and are as perfect as life itself."

Inter-state Statistics.

The statistical report of the interstate commerce commission for the year end-ed June 30, 1899, shows that the number of railways in the hands of receivers of that date was seventy-one, a net in-crease of twenty-three, as compared with June 30, 1898. The number of roads placed in the hands of receivers during the year was sixteen, and the number removed from their management was

On June 30, 1899, the total single track mileage in the United States was 189,291, an increase for the year of 2. s. This increase is greater than for y year since 1893. The aggregate agth of mileage, including tracks of kinds, was 252,364. There were 35,703 locomotives in service at the end of the year, 6.469 more than for the year end-ed June 30, 1893. The total number of cars of all classes in the service was 1, 375,916, an increase of 49,742.

1, 375,916, an increase of 49,742.

The number of persons employed on railroads was 925,324, an increase for the year of 54,466.

The amount of railway capital outstanding was \$11,033,945,898, or a capitalization of \$60,556 per mile of line. The amount of capital stock paying no dividend was \$3,275,509,181, or 59,39 per cent of the textal amount outstanding. dividend was \$3,275,599,181, or 59.39 per cent of the total amount outstanding, and the amount of funded debt, including equipment, trust obligations which paid no interest, was \$572,430,746. The number of passengers carried during the year was 523,176,508, an increase for the year of 22,109,827. The number of tons of freight carried was 959,763,183, an increase of 80,757,276.

The gross earnings of the roads were \$333,230,618, an increase over the pre-

\$3,313,310,618, an increase over the pre-vious year of \$63, 284, 497. The operating vious year of \$63, 284, 497. The operating expenses are shown to have been \$856, 968,999, an increase of \$38,995,823. The amount of dividend declared during the year was \$111,039,936. The total number of casualties to persons on account of rallway accidents was 51,743, the number of persons killed being 7,123, and the number injured 44,620. The and the number injured 4,6.0. The number of passengers killed during the year was 239, an increase of eighteen, and the number injured 4,442, an increase of 487, or one passenger for every 151,793 carried. Of railway employes 2,210 were killed and 34,923 were injured during the reason. during the year.

Shrunk the Earth.

Allegorically speaking the railroads of the present time have virtually "shrunk the earth." From Salt Lake to New York" used to sound formidable in the days of our fathers. Today it is a mere bagatelle—Monday, the 2nd of July, 8:39 p. m., the Rio Grande Western conveyed the writer over the smooth roadbed in "ten hours to Grand Junction. The travel on this road smooth roaded in "ten hours to Grand Junction, The travel on this road was very heavy, The Colorado Midland railroad is then encountered and after a ride of twelve hours through beautiful scenery Colorado Springs is reached. The Santa Fe's great system here furnishes good accommodation to Kansas City. A great deal of this route is over the old "Mormon" trail of years ago from the Missouri trail of years ago from the Missouri to the Rockies. This trip consums 20 hours traveling on an average of 40 The further east that miles an hour. one travels the more extensive and imposing become the passenger depots. Here the mountains are lost sight of and miles and miles of extensive plains greet the eye. Thirty-six telegraph poles mark a mile and on this basis 50 miles of country is seen with but one house therein. Cattle and horses are now seen where once the red deer loved o wander and the buffalo grazed and

At Kansas City not a newspaper was in sight from Utah for three days and naturally the Utah crowd was hungry for home news. Hotel accommoda-tion there was at a premium, in fact could only be had for money in the center of town. Bureaus of in-formation were placed at different points wher pligrims from afar could obtain the addresses of parties willing

to accommodate the visitors with rooms, board, etc. Kansas City was ablaze with enthusi-asm over the Democratic national con-Her magnificent convention hall is estimated to hold, without exaggeration, 20,000 people. The Tabernacle could fit inside one corner of it, it is unquestionably the largest building of its kind in the United States.

SPIKE AND RAIL.

President A. W. McCune of the Utah & Pacific has returned from the East. Since the discovery of oil wells in California the Santa Fe is preparing to use the oil as fuel in its locomotives.

W. B. Story is to be chief engineer for that part of the Santa Fe system ex-tending from Colorado to San Francisco. His term of service will begin on August

Three new dining cars have been received by the Oregon Short Line rail-road. They are the latest samples of the best work turned out by the Pullman company, constructors.

A. S. J. Holt, Pacific coast agent of the Pennsylvania rallroad, while riding a bicycle in San Francisco Sunday, collided with a horse and buggy, and sustained injuries which will probably result fatally.

John Lee, who for years has been a locomotive engineer in Utah, serving on the Union Pacific and the Oregon Short Line, died yesterday at No. 240 north

"The Mill Cannot Grind

with Water That's Past."

A fagged out, tearful little woman said this in telling her cares and weaknesses. Her friend encouraged by telling of a relative who was cured of just such troubles by Hood's Sarsaparilla. The little woman now has tears of joy, for she took Hood's, swhich put her blood in prime order, and she lives on the strength of the present instead of eworrying about that of the past.

Told Her Friend-"After having goitre on my neck 42 years Hood's Sarsaparilla completely cured me. I was so glad I told friends about it and a lady in Wisconsin who read of my cure told me she also took Hood's for the same trouble and was cured. She thanked me." Mrs.

Anna Sutherland, Kalamazoo, Mich. Hood's Sarsaparilla Never Disappoints

only cathartic to take with flood's Sarsaparilla Ogden.

Third West street. Funeral services and interment will occur tomorrow at Ogden.

Tomorrow the Oregon Short Line runs its Ogden train directly out to Saltair so as to avoid the changing of cars by vis-itors to the resort upon the occasion of the big excursion of the A. O. U. W. There will be a big crowd at the beach ill day and at night the Short Line train ill be run directly from there to the

Lagoon has a big crowd today on account of an excursion under the auspices of the Fourth precinct Democrats. Senator Rawlins. Congressman King, Judge Powers and others will make short addresses there this evening.

Passenger traffic on the railroads has been greatly increased during the past week on account of the Kansas City convention. Nearly all passenger trains over all lines have been composed of from ten to sixteen cars.

A coroner's jury has failed to find the cause of the frightful accident that oc-Trask's station, a week ago today, Jacob Lucchese, John J. Kelly and a man named Ewing were killed in the wreck and several persons were in-

On Wednesday next the Short Line will run a daily train out of here south at 7:30 a.m., which will return at 6:39 p. m. This train will go as far as Nephi and will connect with the Sanpete, Mer-cur and Tintic lines. It will prove of great service and convenience and in consequence will undoubtedly receive flattering patronage.

An excursion from all points in Utah county and some parts of Wasatch and Summit counties went out to Saltair today, crowding the big pavillon at the beach. On yesterday a couple of California visitors went out and took a bath, and they are between two minds—whether to continue living in California or move to Salt Lake City.

J. P. McDonald, a Knoxville railroad contractor, has just been awarded the contract to build a railroad in Ecuador for the Ecuador association of Scotland. The contract price is \$15,000,000. The road will be 200 miles in length and will extend from Guayamquil to Quito, through the Andes mountains,

Among eastern rallroad men there is much falk of the Southern Pacific's lake cut-off. Aside from the great utility of the cut-off as a time and expense saver, it will prove to be of inestimable value as an advertisement. Gangs of men and piles of construction material and machinery are being hauled to the scene of operations and work will be rapidly

Judge Lacombe of the United States district court at New York today denied the application of John L. Henning, a judgment creditor of the New York and Ottawa Railroad company, to intervene in the suit in equity against the railroad company by A. T. Enos. The order also denies an application asking that the order appointing Henry W. Gays receiver be set aside.

The Toledo, St. Louis & Western Railroad company a reorganization of

The Toledo, St. Louis & Western Railroad company, a reorganization of the old Clover Leaf railroad, extending from Toledo to East St. Louis, was incorporated at Indianapolis today, with a capital stock of \$20,000,000. Its directors are James N. Wallace, Arthur H. Van Brunt, J. Edwards Wyckoff and others of New York. The incorporation fee was \$20,000. tion fee was \$20,000.

It is reported that the Chicago & Alton, the Kansas City Southern and the Union Pacific systems are to be amalgamated and placed under one management. Stewart Knott, who recently resigned the vice presidency of the Plant system it is said, has been elected a system, it is said, has been elected a vice president of the Alton consolidated systems, instead of the Alton alone. This position, it is further rumored, will be only a temporary one, and that be-fore New Year's he will be elevated to the office of president of the Harriman roads, President Fulton of the Alton going to New York to assume the office of chairman of the board of directors of the three companies. Mr. Fulton has been in New York for some time, contarring with Mr. Harriman. The companies with Mr. Harriman. The comfarring with Mr. Harriman. The combination of the three roads named will give the system through lines from Chicago to Portland, Ore., and to Port Arthur on the Gulf of Mexico.

Commence and the second PERSONAL. mammm

Rabbi Lowenstein has returned after a two weeks' visit in Cincinnati, Ohio. Senator Arthur Brown returned yesterday from his trip to the Philadelphia convention.

Madame Messeran of Melbourne Australia, stopped here yesterday on her way home from the big show at

Judge R. M. Benjamin of Bloomington, Ills., stopped here yesterday enroute to Yellowstone park. He is accompanied by Mrs. Benjamin and Mr. and Mrs. John J. Morrissey. Senator Joseph L. Rawlins was among

yesterday's passengers from the Kansas City convention. The senator is thor-oughly satisfied with the ticket and is onfident of the success of his party at the polls next November. George D. Cook of the George D. Cook

company, investment brokers of New York and Chicago, was a guest at the Knutsford last night. Mr. Cook was the financial agent of the Mexican government for the purpose of refunding \$110,000,000 bonds, which he accom-

plished within the last year.
Capt. C. R. Berry, who was a delegate to the National Silver Republican convention at Kansas City, returned yesterday from his visit to the convention city. He is pleased with the Democratic ticket and says the people of his political belief have decided to support it notwithstanding the that they failed to put Mr. Towne in second place.

Major E. A. Littlefield of Ogden passed through Salt Lake today on his way home from Kansas City, where he has been attending the Silver Republican national convention, and where he was made national committeeman for Utah. The major is well pleased with the work of the convention and is confident that the nominees of his party will score success in the coming campaign. "It was quite a sight," said Mr. Little-field, "to see the large number of men in that convention who had voted for Abraham Lincoln. When the chairman Abraham Lincoln. When the charman asked all to arise to their feet over 200 responded, and when he asked for all the old soldiers in the hall over a hundred veterans arose to their feet. The scene impressed me very much. I have enjoyed my trip and appreciate. the kind treatment accorded me by the citizens of Kansas City."

Cullen-Dr. S. W. Allen, Provo; R. E. Haynes, Colton; A. B. Gough, Salmon City, Idaho; W. W. McLaughlin, Silver City; R. F. Wimmaw, wife and child, Bingham; Mr. and Mrs. J. W. Clyde, Heber; C. P. Johnson, Kansas City, Mo.

White-L. J. Healy, Rock Springs; Fred Tuttle, Manti; James McQuestin, Park City; W. W. Reed, Denver; J. K. McClung, Jackson, Ohlo; Thomas Fowler, Lehi; K. C. Harper and wife, Eureka; Wm. Buys, Miss Orella Buys, Miss Pearl Buys, Geo. Brazier, Mrs. Pete Heaston, Heber; Arnold Coyocca Ophir, Colo.: Jno. F. Digman, Oakland;

W. H. Bradley, Portland. Ore. Walker-Mrs. E. C. Rhea, Portland; J. B. Graham, Bingham; Mr. and Mrs. E. K. Eyerly, Brookings, S. D.; B. F. Kurtz, Joanna, Pa.; J. T. Butler,

Kenyon-Frank H. Pilling, Butte: C. H Miller, J. G. Compton, C. P. Randall,

EFFORT TO SAVE YOUNG ABE MAJORS

Sentence is Filed,

PRISONERS' MOTHER COMING

Those Most Interested in Condemned Man are Women of the Christian Science Church.

Application for a commutation of the death sentence in the case of young Abe Majora has been filed with the clerk of the board of pardons. The petition will be heard at the next meeting of the board, which is set for Saturday the 21st inst. The services of the Hon. Thomas Fitch have been secured by the friends and sympathizers of the condemned man, and the famous attorney and orator will make the argument before the board. In addition to Attorney Fitch, Messrs. R. H. Jones and C. A. Call, who defended Majors at his trial, will also be heard.

It is not known at this time whether any opposition will be made to the granting of the petition. The family and friends of the murdered man, Capt. William A. Brawn, may take steps in that direction, now that a movement for commutation of the death sentence

has taken definite form.

Those most interested in the prisoner are women of the Christian Science persuasion. All that has been done in behalf of Majors is the work of these women, assisted by Attorneys Jones and

The ladies have been trying to keep the matter quiet for fear, it is believed, of arousing opposition to their plans.

Majors has received a letter from his mother in Oakland, Cal., in which she gays she will come to Sait Lake as soon as possible. It is expected she will an as possible. It is expected she will appear in person before the board of par-

The prisoner is quite hopeful of commutation of the death sentence, but realizes that what is done for him must be done quickly, as there is little time intervening between now and August 17th, the date Judge Hart ordered him to be shot.

THOMAS GIBSON MISSING.

Father and Friends Hunting for Him in City Creek Canyon.

There is much anxiety today among the family and friends of Thomas Gibson, an employe of the Rio Grande Western. Mr. Gibson went up City Creek canyon yesterday morning for a day's recreation and pleasure. When he did not return last night his wife was greatly agitated; and when no tidings had been received concerning him this morning her anxiety was much intensi-

The news of his disappearance spread | port their head: rapidly among his friends this afternoon and an expedition of searchers, it is said, will be organized this evening, in the event that his father, James Chbson, the well known commercial traveler, and Walter Clawson, who went into the canyon this morning, do not locate him soon. Up to a late hour this afternoon, neither Mr. Gibson nor Mr. Clawson had been heard from, all of which made the situation more mystifying.

gananamananamanananap JUDGE TIMMONY'S COURT.

moundaning Judge Timmony had war-paint on today, and gave justice to vagrants in large doses. The first to face him were Thomas Kearns, Frank Brown, Thos. Moore and Frank Daley. The latter had two or three cigars on him when arrested and was unable to give an account of himself. Kearns, Brown, and Moore were the men who attempted to steal clothing from Mullets' store on Saturday. Kearns was given sixty days and the other ninety days each at hard labor.

George Thompson was given two hours to get out of Salt Lake.

J. W. Adams was not sure about the charge of drunkenness, but acknowledged taking three beers. "Want to go back to the farm?" asked the court. "Yes, please." "Go then."

P. Goodhardt got drunk Friday and as a consequence will spend three days with Sol Kimball.

John Burns and Frank Bishop be-came intoxicated vesterday. They will do five days or pay dollar for day. William Fenon, convicted of va-grancy, will tarry thirty days and will do a turn occasionally on the rock pile.

LATE LOCAL NEWS.

A private telegram received this afand "Little Dick," son of Major and Mrs. R. W. Young, left New York today for Salt Lake. They are expected to reach here on Friday morning next. It will be remembered that little Richard carme brok to America from the Philing came back to America from the Philippines, via the Atlantic, a few weeks ago, and that he has been visiting with his uncle, Colonel Willard Young, in New York, since that time.

Mayor Thompson today approved of the appointment of the nine men for the fire department.

Jas. H. Moyle and Geo. D. Pyper came down from Brighton today, While the thermometer was 99 in Salt Lake on Sunday, they say, the customary fires had to be built there in the after-

The board of public works, at a meeting held on Saturday afternoon, appointed Frank Wiseman inspector on the work of the distributing reservoir. Wiseman, who succeeds Don Carlos Young, resigned, entered upon his duties today.

Hon. Thomas Kearns has returned from the east, having as a delegate at-tended the national Republican con-vention at Philadelphia. Mr. Kearns stopped over at Kansas City and saw the national Democratic convention, Having met Col. Rooseveit while in the east, Mr. Kearns is much impressed with his personality

CHURCH NEWS. hammen and the second

HIGH COUNCIL. The High Council of the Salt Lake Stake of Zion will convene in regular session on Wednesday, July 11th, 1900, at 7:30 p. m. Members of the Council, and all others having business to come before said meeting, please govern yourselves accordingly.

WHEELMEN OPPOSE THE ORDINANCE

Petition for Commutation of Death | Bicyclists Wait Upon the Mayor Today in a Body.

WANT THE BILL VETOED.

They Claim the Measure is Illegal and Lacks in Reason and Common Sense.

The wheelmen of Salt Lake City, or at least the majority of them, regard Hartenstein's bicycle ordinance, passed at last Tuesday's Council meeting, as a ridiculous proposition from more than ne standpoint.

Headed by Charles L. Berry, president of the Opal club, about twenty-five well known cyclists swooped down upon Mayor Thompson in his private office shortly before noon today and made a demand of his honor that he veto the measure, Chairman Berry presented petitions signed by no less than 1,391 citizens protesting against the ordinance and asking the Mayor to disapprove it. Frior to waiting upon the city's chief

executive the wheelmen held a caucus in the ante-room of the Council chamber where it was decided, upon motion of N. Y. Schofield, to ask the Mayor to use his veto power. George A. Smith thought this would be too dangerous a course to pursue. He believed the Council would pass it over the Mayor's head, anyhow, and he favored trying to get the Mayor to recommend a reconsideration of the matter. The majority, however, wanted to hit straight from the shoulder. They knew the measure was "illegal," "unjust," "too sweeping altogether," "class legislation," and wanted it killed outright. Chairman Berry assured Mr. Smith that he need have no fears about the Council. "We'll take care of those fellows," said Dr. W. F. Beer.

"I am reliably informed," continued Mr. Berry, "that President Buckle, the two Howes, Fernstrom, Beatty, Reid and Whittemore, will vote to sustain the Mayor should he consent to veto the ordinance. Now, as it will take twothirds of the members of the Council to defeat the Mayor, I would like to know where those who hope to see the bili become a law are going to get off

"In the middle of the road," suggested August Stein.

Dr. Beer referred to that portion of the ordinance prohibiting the carrying of children on a wheel. He said that a great many cities had passed such a law, but it was in cases of children whose backbones were too weak to sup-Then that will include the majority

of the Council members," said George A. Smith, "for to my certain knowledge most of them have but little back-This remark brought out a hearty

laugh and a "you bet" from the others. August Stein said the ordinance in its tresent form prevented a man from taking his child in a buggy.

There were further criticisms of the measure, after which Chairman Berry led the way to the mayor's office. delegation was cordially received Mayor Thompson and Secretary Eichnor, and after all were seated Mr. Berry presented the petitions and a resolu-tion drawn up by the wheelmen last May setting forth their views and sug-gesting the kind of an ordinance calculated to meet all the requirements. Mr. Berry said the ordinance passed last Tuesday evening was unjust in every particular. The district embraced was altogether too large. The trouble was with the scorchers, who represented but 5 per cent of the riders of wheels; but he wanted it understood that neither he nor colleagues had the least bit of

some rights and they were there to de-mand them. "We are in for any kind of an ordinance," said Mr. Berry, "that will protect pedestrians and at the same time 'down' the scorchers.

Remarks of a similar nature were made by Mr. Smith, of Z. C. M. L. George A. Smith Dr. Beer, N. Y. Schofield, Principal McKay, of the Lowell school and August Stain at the conschool, and August Stein, at the con-clusion of which Mayor Thompson said

sympathy with this class of people. He thought the bicyclists were entitled to

he would give the matter due considera-Mr. Schofield said the ordinance in its present shape was clearly and flagrantly a violation of the rights of wheelmen. He favored a stringent measure to put down "scorching," even going so far as to suggest the confiscation of "scrochers' " wheels and a sale of them

at public auction.

Prof. McKay said he favored an ordinance that would protect wheelmen and pedestrians alike.

Mr. Stein predicted that in the event of the ordinance becoming a law wheels would be hung up on the weeping wil-low tree for at least eight months dur-ing the year. This meant that boys and girls working in stores and getting

small wages would have to spend all they earned in street car fare It was stated that out of the nu-merous people employed at Walker Bros., Auerbach's and Z. C. M. I. fully 270 rode wheels.

Dr. Beers said the ordinance made it unlawful for invalids to be ridden on the sidewalk, or for little children to ride tricycles. He ventured to say that attended as many cases of accident as any physician in the city. In the but few cases that were the result of reckless riding of wheels on sidewalks, Whenever one occurred, however, a big roar always went up. People talked about it; the newspaper reporters would write columns about it and the Council

prohibiting riding on the walks, If a person happened to get run over by a horse and buggy very little atten-tion was paid to it. It was regarded, by some people as the visitation of Providence, and the too frequent reck-less driver was allowed to depart in peace and hunt up another victim. He peace and hunt up another victim. He thought the city should first construct the proposed pathway and then make the street where the path was laid a prohibited district.

would come out with another ordinance

He also thought that the ordinance should provide a penalty for anyone found driving a cart; dray, buggy or vehicle on the bicycle path. As the ordinance was now the wheelman was at dinance was now the wheelman was at the mercy of people who choose to block the road whenever they took it into their heads to do so. If the bicycle happened to go on the sidewalk he would be fined, but what was going to be done with the person who drove his rig over the bicycle path? The ordinance made no provision of a contingency of this kind. This was another instance wherein it was decidedly unfair, The bill all the way through, for that

BABIES

Have you seen our

Folding Go-Cart?

If not, call on us at once and see it. You can go to town on the street car and carry it under your arm. You then unfold it and wheel your baby around-either sitting up or lying down. In two prices-\$5.00 and \$5.50.

Our Wall Paper and Decorating Dept.

Is well equipped with both material and men. We will be pleased to give estimates for all kinds of interior decorating. We have experienced artists, who will give you any information you may desire in this line.

H. DINWOODEY FURNITURE CO.



THE GOOD HOUSEWIFE

Whilst busy with her spring cleaning, should remember that now is the time to exterminate Bugs, Cockroaches. Moths, etc. Our Japanese Powder, Liquid Insecticide and Camphor Cakes will do the work effectually. For sale only by the old reliable

Godbe Pitts Drug Co. SALT LAKE CITY.

matter, was unfair to wheelmen and st. LOUIS STRIKE ON AGAIN was what might be aptly termed "class" legislation.

WHAT WILL THE MAYOR DO? What will the Mayor do with the ordinance? was the all absorbing ques-tion this afternoon. Today is the last day of grace. His honor must either approve or disapprove the bill otherwise it will become a law, anyhow. It is well known that up to Saturday his honor had intended to approve the ordinance; but what he will do in view of the action taken by the local wheelmen, annot be told with any degree of cer

Those nearest his honor do not believe the Mayor will veto the bill as a whole, but think he may recommend to the Council a number of changes.

tainty.

IN THE FEDERAL COURT

The Farmers' Loan & Trust company today filed an amended bill of complaint in the United States court against the Union Light & Power company Union Light & Power company. The amendment makes the Utah Light & Power company a party to the defendant. It is merely a friendly suit in which the complainant wishes to clear up the old mortgages held against the Union Light & Power company and which was of course transferred to its successor, necessitating the action that is now taken by the Farmer's Loan & Trust company.

····· WARD ENTERTAINMENTS.

A reception will be tendered Elder Sperry in the Fourth ward meeting house tonight. Elder Sperry is going to leave soon for the missionary field, and a very interesting entertainment has

been prepared. WARNING TO WATER CONSUMERS.

The waterworks department today shut off the water from no less than five consumers, for violation of the city ordinance. Two were found to be flooding their lawns by means of a hose without a nozzle, and thre sprinkled outside of the regular hours. These parties will have to pay the \$10 fine before they can again use any water,

CLEARING HOUSE REPORT

BAMBERGER & McMILLAN.

No such Bargains ever shown before in a Tan Shoe Sale. Newman's, 120 Main.

PREACHING AND PUBLIC SPEAKING."

Of the 5,000 copies of this popular book published last year only three or four hundred remain and the author has decided to sell these through the ordinary agencies for Church publica-tions. Your local agent will order the book for you or it will be sent postpaid from the Deseret News Office. Cloth, \$1.50; Half Morocco, \$2.00.

Don't forget the Tan Shoe Sale at Newman's, commencing Monday, 120

MERCHANTS' PRINTING

Turned out on short notice at the Deseret News. A big shipment of new types and supplies just in. Our facilities for letter heads, bill heads, tags, envelopes, pads, etc., etc., are unexcelled by any establishment in the West.

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THE BOOK OF MORMON'

Two lectures by Dr. James E. Talmage; an account of its origin, with evidences of its genuineness and authenticity. Prepared by appointment. These lectures are taken from Dr. Talmage's book "The Articles of Faith," but are presented in separate form for the use of investigators and students. Price 10 cts. For sale by the

RUSH ORDERS On job printing a specialty at the Deseret News. New and clean types throughout.

BANK STATIONERY And printing specially attended to at the Deseret News Office. Estimates promptly furnished. Rush orders a

It and the Boycott Go Into Effect Tomorrow Morning at 5 o'clock.

The Transit Co. Said to Have Broken

Its Agreement-Pres. Whitaker's

Letter Very Unsatisfactory. St. Louis, July 9 .- Two thousand five hundred members of the Amalgamated Association of Street Railway employees of America met in the West End Colliseum today to discuss the advisability of resuming the strike on the

recently declared off after two months' duration. Chairman Edwards, of the grievance committee, presented a list of specific cases in which the committee alleged that the company had violated the agreement of July 2nd by employing

lines of the St. Loui s Transit company,

new men since that time. Harry A. Bryan, national organizer

of the order, said: "By the manner in which the street railway officials have broken their agreement it is patent that their words are unworthy of belief. You men here hold the keys to the situation. It is for you to say if you want to keep off or is it for you to soy if you want to declare it on again."

A motion was made to declare the strike on again. Before the motion could be put, however, Chairman Ed-wards was called out of the meeting and J. P. Wilson forced his way to the platform and spoke. He said that af-ter reading the company's statement Monday morning he went to some of the heavy Transit stockholders and asked them what the company intended to do. He declared that some of these stockholders asked President Whitaker over the telephone what the company's intentions were, and was told that he (Mr. Whitaker) was preparing a letter to the men at the time. The stock-holders asked Wilson, he said, to advise the men not to be rash but to await the leter from Mr. Whitaker,

At 1 o'clock a recess was taken to await the arrival of the letter. Shortly after 1 o'clock a letter from President Whitaker was sent to the members of the street railway union, setting forth how the company proposed to carry out its agreement entered into

The letter stated the position of the company in regards to the agreement and the method was the company is using in reinstating the men. It further says that a number of the men have already been reinstated, and that others will be as rapidly as possi-

The letter denies that the company has broken its agreement with the men, and says that the company proposes to keep absolute faith. At the conclusion of the reading of ir. Waitaker's letter, Chairman Edwards said it was not satisfactory to him, and he was willing to take a vote on the question of the renewal of the strike at once.

At this point it was announced that Vice President Frederick W. Lehmann. of the Transit company, desired the privilege of addressing the meeting. Mr. Lehmann, who was invited to the platform, said in part:
"The agreement of July 2 was entered into in good faith by those whom I

represent, and with the purpose of carrying it out to the letter. I propse to use every influence I possess to see it is carried out." A vote was then taken and it was unanimously decided at 2:30 this afternoon to resume the strike and boycott against the St. Louis Transit company. It was ordered by the union that the strike go into effect immediately, and

France Needs a New Credit.

tomorrow morning.

that the boycott be renewed at 5 o'clock

Paris, July 9.—The government has innounced that it will need a new credit of 14,600,000 francs in addition to the 45,500,000 already voted. Chicago Dispatch Suspends.

Chicago, July 9.-The Chicago Democrat, the Chicago Dispatch, an afternoon newspaper, founded in 1892, suspended publication of its daily edition Nathan Eisenlard, publisher of the paper, states that the discontinuance was because of lack of patronage.

REMOVAL. DR. WM. H. BAILEY HAS REMOVED from 76 west 7th South, to his permanent residence, 779 S. State St. Office 17 & 18 Galena Bik.